



interislander

NGĀ WAKA · NEW ZEALAND'S FERRIES

# The 2015 Interislander Optimist Challenge

an Optimist Class Ranking Regatta

and the



## Port Marlborough Starling Championship



Friday 20<sup>th</sup> to Sunday 22<sup>nd</sup> February 2015

Picton, Marlborough.

The Organising Authority is  
Queen Charlotte Yacht Club

in Associations with The New Zealand International Optimist Dinghy Association (NZIODA)



### SAILING INSTRUCTIONS

#### 1. RULES

- 1.1. The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing 2013-16.
- 1.2. The Yachting New Zealand Safety Regulations Part 1, will apply.
- 1.3. Rule Appendix P, *Special Procedures for Rule 42*, will apply as amended in SI 13.
- 1.4. Rule Appendix G3, *Chartered or Loaned Boats*, will apply.

#### 2. NOTICES TO COMPETITORS

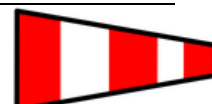
- 2.1. Notices to competitors will be posted on the official notice board located in the Queen Charlotte Yacht Club clubrooms.

#### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the Sailing Instructions will be posted before 0830 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hours or the end of protest time whichever is earlier on the day before it will take effect.

#### 4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the starting tower at QCYC clubhouse.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal, AP.
- 4.3. Flag D with a sound signal means: 'the warning signal will be made not less than 60 minutes after flag D is displayed.' Boats shall not go afloat until this signal is made.



## 5. BRIEFINGS

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- 5.1. Optimist Open Sailors briefing Friday 20<sup>th</sup> February at 0930 hours.
- 5.2. Optimist Open Patrol and Official Boats briefing after sailors briefing
- 5.3. Starling Sailors briefing Saturday 21<sup>st</sup> February at 0900 hours.
- 5.4. Starling Patrol and Official Boats briefing after sailors briefing
- 5.5. Briefings will be held in or adjacent to the Clubhouse.

## 6. SCHEDULE OF RACES

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- 6.1. No practice race is scheduled.
- 6.2. 9 races are scheduled for the Optimist Open fleet, 6 races are scheduled for the Starling fleet.

Date	Time of First Warning Signal	Number of Races
Friday 20 <sup>th</sup> February	1100 hours	3 races for Optimist Open fleet
Saturday 21 <sup>st</sup> February	1030 hours	3 races for Optimist Open and 3 races for Starling fleet
Sunday 22 <sup>nd</sup> February	1030 hours	3 races for Optimist Open and 3 races for Starling fleet

- 6.3. The format of racing for the Optimist Open Fleet is given in Addendum A.
- 6.4. No more than four races will be sailed by any fleet on any day.
- 6.5. The warning signal for a subsequent race on the same day will be made as soon as practicable but not sooner than 5 minutes after the last boat finishes the previous race for that fleet.
- 6.6. To alert boats that a race or sequence of races will begin soon, the orange starting line flag(s) will be displayed, with one sound at least five minutes before a warning signal is made.
- 6.7. On the Sunday 22<sup>nd</sup> February, no warning signal will be made after 1500.

## 7. CLASS FLAGS

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- 7.1. Optimist Open fleet flag will be white with the class insignia.  
In the event of a qualifying and final series additional flags will be displayed:

Qualifying Series Fleet	Final Series Fleet	Flag
Yellow	Gold	Yellow
Blue	Silver	Blue

- 7.2. Starling class flag will be white with the class insignia.

## 8. THE COURSES

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- 8.1. The diagrams in Attachment B show the course, including the approximate angles between the legs, the order in which marks are to be passed, and the side on which each mark is to be left.

## 9. MARKS

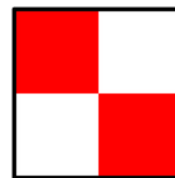
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- 9.1. The marks are described in Attachment B.

## 10. THE START

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- 10.1. During the qualifying series no warning signal will be made less than 5 minutes after the preceding start.
- 10.2. The starting line will be between staffs displaying orange flags on the starting marks.
- 10.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.4. A boat starting later than four minutes after her starting signal will be scored Did Not Start. This changes rule A4, *Low Point System*, and A5, *Scores Determined by the Race Committee*.
- 10.5. If Flag U has been displayed as the preparatory signal, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is postponed or abandoned or restarted or resailed. This changes rule 26, *Starting Races*, and rule A5, *Scores determined by the race committee*. When flag U is used as the preparatory signal rule 29.1, *Individual Recall*, does not apply. The scoring abbreviation for a flag U penalty is UFD. This changes rule A11, *Scoring Abbreviations*.



## 11. CHANGE OF THE NEXT LEG OF THE COURSE

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- 11.1. To change the next leg of the course, the Race Committee will move the existing mark(s) or move the finishing line.
- 11.2. Except at a gate, boats shall pass between the Race Committee boat signalling the change of next leg and the nearby mark, leaving the mark to port and the Race Committee boat to starboard. This changes rule 28, *Sailing the Course*.

## 12. THE FINISH

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- 12.1. The finishing line will be between a staff displaying an orange flag on the finishing mark at the starboard end and the port-end finishing mark.
- 12.2. Boats that have finished shall return directly to the starting area or ashore, keeping well clear of all boats racing and of all boats whose warning signal has been made.

## 13. PENALTY SYSTEM

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- 13.1. Appendix P, *Special Procedures for Rule 42*, will apply with the following changes: Rules P2.2, *Second Penalty*, and P2.3, *Third and Subsequent Penalties*, are deleted and rule P2.1, *First Penalty*, is amended to "When a boat is penalised under rule P1 her penalty shall be a Two-Turns Penalty under rule 44.2, *One-Turn and Two-Turns Penalties*. If she fails to take it she will be disqualified without a hearing."
- 13.2. If a penalty is signalled after a boat has finished, she will be given a scoring penalty of 6 points without a hearing although her score will not be worse than the score for a DSQ.
- 13.3. Appendix P3, *Third and Subsequent Penalties*, is replaced with "If a boat has been penalised under Appendix P1 and the race committee signals a postponement, general recall or abandonment before the boat has had an opportunity to take a penalty the penalty is cancelled. If the boat has had an opportunity to take the penalty and does not it shall not compete in that race if it is restarted or resailed. For the purposes of this instruction a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a Final Series instead of a Qualifying Series. If she competes, she shall be disqualified (score not excludable) without a hearing and the Protest Committee will consider calling a hearing under rule 69.1(a). This changes rule 36, *Races Restarted or Resailed*."
- 13.4. Appendix P4, *Redress Limitation*, is replaced with "An action by the Protest Committee or its designated observer under Appendix P1, *Signalling a Penalty*, shall not be grounds for a request for redress by a boat unless the action was improper due to a failure to take into account a race committee signal or a class rule. The Protest Committee may initiate a redress hearing and may give redress for an action by a member of the Protest Committee or its designated observer under rule P1". This changes rule 60.1(b), *Right to Protest; Right to Request Redress or Rule 69 Action*.

## 14. WHISTLE SYSTEM

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- 14.1. To encourage boats to take penalties afloat, judges may blow a whistle when they see what they believe to be a breach of a rule.

## 15. TIME LIMITS AND TARGET TIMES

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- 15.1. The time limits and target times in minutes for the first boat are as follows:

	Time Limit	Mark 1 Time Limit	Target Time
Optimist Open	80 minutes	25 minutes	45 minutes
Starling	80 minutes	25 minutes	45 minutes

- 15.2. If no boat has passed Mark 1 within the Mark 1 Time Limit, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a), *Redress*.
- 15.3. Boats failing to finish within twenty minutes after the first boat in its fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, *Time Limit and Scores* and A4, *Low Point System* and A5, *Scores Determined by the Race Committee*.

## 16. STILL RACING SCORE – APPLIES TO OPTIMIST OPEN FLEET ONLY

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- 16.1. Boats failing to finish within 20 minutes after the first boat in its fleet sails the course and finishes may apply to be scored SRS, "Still Racing Score". This changes rules 35, *Time Limit and Scores*, and A4, *Low Point System* and A5, *Scores Determined by the Race Committee*. The end of the 20 minute time limit will be indicated by the removal of the appropriate fleet colours with one sound on the Race Committee boat at the finish line.
- 16.2. This score will be calculated to be 3 points more than the last boat to finish in the fleet of that race with the highest number of finishers, but not more than DNF.
- 16.3. When a Qualifying/Final Series is sailed a SRS score during the Qualifying Series will be 3 points more than the last boat to finish in any Qualifying Series fleet in that race. During the Final Series an SRS score will be 3 points more than the number of finishes in that boat's Finals Series fleet race.
- 16.4. Boats requesting SRS must complete a request form prior to the protest time limit. Request forms will be available at the race office.

## 17. PROTESTS AND REQUESTS FOR REDRESS

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- 17.1. Optimist Open Fleet boats will not be exempt from displaying a protest flag. This changes rule 61.1(a), *Informing the Protestee*.
- 17.2. Immediately after finishing a boat intending to protest shall, in addition to the requirements of rule 61.1(a), *Informing the Protestee*, inform the Race Committee boat at the finishing line of her intention to protest and the identity of the boat(s) protested against. The protesting boat must receive an acknowledgement from the Race Committee. This changes rule 61, *Protest Requirements*.
- 17.3. Rule 44.1, *Taking a Penalty*, is changed to permit a boat that has broken a rule of Part 2, *When Boats Meet*, or rule 31, *Touching a Mark*, to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3(c), *Scoring Penalty*, equal to 40% of the maximum number as per Addendum A 4.3 or 50% of the difference between her finishing position and the maximum number as per Addendum A 4.3, whichever is less. The scoring abbreviation for this penalty is SPI.
- 17.4. For protests where only a rule of Part 2, *When Boats Meet*, or rule 31, *Touching a Mark*, is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing. Yachting New Zealand Regulation 4.5.5, *Arbitration*, will apply. (This changes Rule 44.1, *Taking a Penalty*) The scoring abbreviation for a penalty accepted at an arbitration hearing is ARB.
- 17.5. Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.

- 17.6. The protest time limit for all fleets is 60 minutes after the last boat has finished in the last fleet of the day. The same protest time limit applies to all protests by the Race Committee and Protest Committee and to requests for redress. This changes rules 61.3, *Protest Time Limit*, and 62.2, *Redress*. Protest time limits will be posted.
- 17.7. Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the Protest Committee designated area. Except on the last day of the regatta no hearing will start after 2000.
- 17.8. Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b), *Informing the Protestee*.
- 17.9. For the purpose of rule 64.3(b), *Decisions on Protests Concerning Class Rules*, the 'authority responsible' is the Equipment Inspector appointed by the organising authority.
- 17.10. Breaches of instructions 4.3, 10.3, 12.2 19, 21, 22, and 26 will not be grounds for a protest by a boat under rule 60.1(a). This changes rule 60.1(a), *Right to Protest; Right to Request Redress or Rule 69 Action*.
- 17.11. Penalties for breaches of instructions 4.3, 10.3, 12.2 19, 21, 22, 25, 26, 27, 28, Class Rules and Safety Regulations may be less than disqualification if the Protest Committee so decides. The scoring abbreviation for a discretionary penalty will be DPI.
- 17.12. On the last day of the Qualifying Series and the last day of the regatta a request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
  - (b) no later than 15 minutes after the party reopening was informed of the decision on that day.
- This changes rule 66, *Reopening a Hearing*.
- 17.13. On the last day of the regatta a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision is posted. This changes rule 62.2, *Redress*.
- 17.14. A list of boats that, under instruction 13, have been penalised for breaking rule 42, *Propulsion*, will be posted.

## **18. SCORING**

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- 18.1. In accordance with rule A4.1, *Low Point System*, boats will be scored points based on their finishing position in their fleet.
- 18.2. Three races are required to be completed to constitute a series.
- (a) When five or fewer races have been completed, a boat's series score will be the total of her race scores.
  - (b) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.3. To request the correction of an alleged error in posted race or series results, a boat shall complete a Scoring Enquiry Form available at the race office.

## **19. SAFETY REGULATIONS**

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- 19.1. All boats intending to race shall complete the sign on prior to going afloat for any races.
- 19.2. On returning to shore, all boats shall complete the sign off sheet.
- 19.3. A boat that retires from a race or returns to the launching area before she has finished the last race of the day shall notify the Race Committee as soon as possible.
- 19.4. Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes rule 62.1(a), *Redress*.

- 19.5. Rules 27.1, *Other Race Committee Actions Before The Starting Signal*, and 40, *Personal Flotation Devices*, are changed to require that personal flotation devices shall be worn at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. Code flag Y will not be displayed.
- 19.6. All competitors, support boats and coach boats shall follow the transit lanes as detailed in Attachment D, when moving to and from the racing area.

## **20. REPLACEMENT OF CREW OR EQUIPMENT**

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- 20.1. Substitution of competitors will not be allowed. The person onboard shall be the person named on the entry form.
- 20.2. In the event of damage, boats and equipment may only be substituted with the written permission of the Regatta Equipment Inspector. If the damage occurs later than 90 minutes before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the Regatta Equipment Inspector, Protest Committee or Race Committee and the written permission of the Regatta Equipment Inspector shall be applied for before the protest time limit at the end of the day in which the substitution takes place.
- 20.3. Change of sail numbers will not be allowed without prior written approval of the Race Committee.

## **21. EQUIPMENT INSPECTION**

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- 21.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat may be instructed by a Race Committee appointed Equipment Inspector or representative to proceed immediately to a designated area for inspection.

## **22. ADVERTISING**

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- 22.1. The Organising Authority may require all participating boats to display the event sponsor's advertising in accordance with ISAF Regulation 20, *Advertising Code*. Sponsors' logos are to be carried 150 mm back from the bow, and 50 mm below the gunwale on both sides of the hull.

## **23. OFFICIAL BOATS**

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- 23.1. Race Committee boats will be marked by a Queen Charlotte Yacht Club burgee.
- 23.2. Protest Committee boats will fly a yellow flag with a black "J".

## **24. COACHES AND TEAM LEADERS MEETING**

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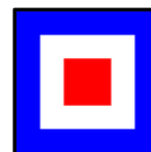
- 24.1. There will be a Coaches and Team Leaders meeting at 0830 on the second and third days of the regatta. Or two hours before the first warning signal of the day if the race schedule is changed to start earlier. The objective of the meetings are to receive feedback from the coaches on the regatta organisation, exchange view points and inform the coaches about changes in the sailing instructions and regatta organisation in general.

## **25. SUPPORT BOATS**

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- 25.1. Except when requested to participate in rescue operations, team leaders, coaches, parents and other support personnel shall stay outside areas where boats are racing and are restricted to a 5 knot speed limit, from the time of the preparatory signal for the first fleet of a race to start until all boats have finished or the Race Committee signals a postponement or abandonment of all fleets. The areas the boats are racing in is defined as the area inside the course and within 100 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail. Attachment C assists the interpretation of this exclusion area. During any starting sequence, support boats in the vicinity of the start line, shall stay at least 50 meters below the starting line and its extensions.

- 25.2. All occupants of support boats less than 5.6 metres long shall wear an appropriate size personal flotation devices (PFD) at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. Each PFD shall comply with Maritime Rules Part 91, Navigation Safety Rules, wet suits and dry suits are not PFDs. For support boats 5.6 metres or longer the Maritime Rules require the boat carry sufficient personal flotation devices of an appropriate size for each person on board and in a readily accessible location.
- 25.3. When a support boat has a sole occupant the outboard kill cord shall be attached to the driver.
- 25.4. Support boats may, after the last start of a race, move between the waiting and the finishing areas through the centre channel. (See drawing in Attachment C).
- 25.5. When a Race Committee or Protest Committee member indicates a support boat to move further from the course area, the mentioned boat shall do so immediately.
- 25.6. The Protest Committee or the Race Committee may instruct one or more support boats to maintain station in areas which are at variation from instruction 25.1.
- 25.7. When the wind is less than 10 knots support boats shall not exceed 5 knots within 500m of the area where boats are racing.
- 25.8. When flag W (with a long sound signal) is displayed on a committee boat all support boats are requested to remain afloat and assist all sailors.
- 25.9. The Race Committee or the Protest Committee may protest any boat whose support boat is in breach of Instruction 25. Penalties imposed as a result of a protest under this rule will result in a penalty being imposed on the boat(s) supported by the support boat.
- 25.10. Support boats shall be registered with the organizing authority in accordance with the Notice of Race. All support boats must complete the registration sheet at the safety briefing Friday 20<sup>th</sup> February and be contactable on VHF radio.



## **26. RUBBISH DISPOSAL**

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- 26.1. Boats shall not put rubbish in the water. Rubbish may be placed aboard support and Race Committee boats.
- 26.2. The penalty for breaking rule 55, *Trash Disposal*, is at the discretion of the protest committee (DPI) and may be less than disqualification.

## **27. LAUNCHING AND RETRIEVAL RESTRICTIONS**

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- 27.1. All boats will be required to launch and retrieve from beach adjacent to the yacht club except with and according to the terms of prior written permission of the Race Committee.

## **28. RADIO COMMUNICATION**

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- 28.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

## **29. PRIZES**

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- 29.1. Trophies will be awarded as detailed in the Notice of Race.
- 29.2. Spot Prizes will be presented to those in attendance at the daily prize giving.

## **30. DISCLAIMER OF LIABILITY**

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- 30.1. Competitors participate in the regatta entirely at their own risk. See rule 4, *Decision to Race*. The Organising Authority and its agents (specifically including the personnel of the Organising Authority) together with other parties involved in the Regatta accept no responsibility or liability whatsoever for any loss, damage, injury or death which may occur to any person or property, whether ashore or afloat, as a consequence of participation in the Regatta or otherwise.

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# Addendum A to Sailing Instructions

## Format for Qualifying and Final Series Racing

### 1. INTRODUCTION

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This addendum applies when boats are divided into fleets to sail a Qualifying Series and a Final Series.

### 2. QUALIFYING SERIES

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- 2.1. For the Qualifying Series boats will be assigned to fleets of, as nearly as possible, equal size and ability.
- 2.2. Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 0900 on the last day of registration and will be used for the first day of racing.
- 2.3. In the Qualifying Series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.4. Reassignments will be made as follows:

Rank in Series	TWO Fleet Assignments	THREE Fleet Assignments	FOUR Fleet Assignments
1 <sup>st</sup>	1	1	1
2 <sup>nd</sup>	2	2	2
3 <sup>rd</sup>	2	3	3
4 <sup>th</sup>	1	3	4
5 <sup>th</sup>	1	2	4
6 <sup>th</sup>	2	1	3
7 <sup>th</sup>	2	1	2
8 <sup>th</sup>	1	2	1
And so on			

- 2.5. Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.6. If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.7. If fewer than three races have been completed for all qualifying fleets at the end of the second to last racing day, the final racing day will be used exclusively for Qualifying Series races.
- 2.8. If at the end of the Qualifying Series some qualifying fleets have more race scores than others, any extra races will be abandoned so that all boats in the Qualifying Series have the same number of race scores.

### 3. FINAL SERIES

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- 3.1. Boats will be assigned to Final Series fleets on the basis of their ranks in the Qualifying Series.
- 3.2. There will be the same number of fleets in the Final Series as there were in the Qualifying Series.



- 3.3. The Final Series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Diamond fleet (where it exists) is not larger than the Bronze fleet. Boats with the best Qualifying Series ranks will race all Final Series races in the Gold fleet; boats with the next best Qualifying Series ranks will race in the Silver fleet; boats with the next best Qualifying Series ranks will race in the Bronze fleet (where it exists); and boats with the next best Qualifying Series ranks will race in the Diamond fleet (where it exists).
- 3.4. Any recalculation of Qualifying Series ranking after boats have been assigned to Final Series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5. Different Final Series fleets need not have completed the same number of Final Series races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a finals race under rules 5, *Anti-Doping*, or 69, *Allegations of Gross Misconduct*.

#### **4. SCORING**

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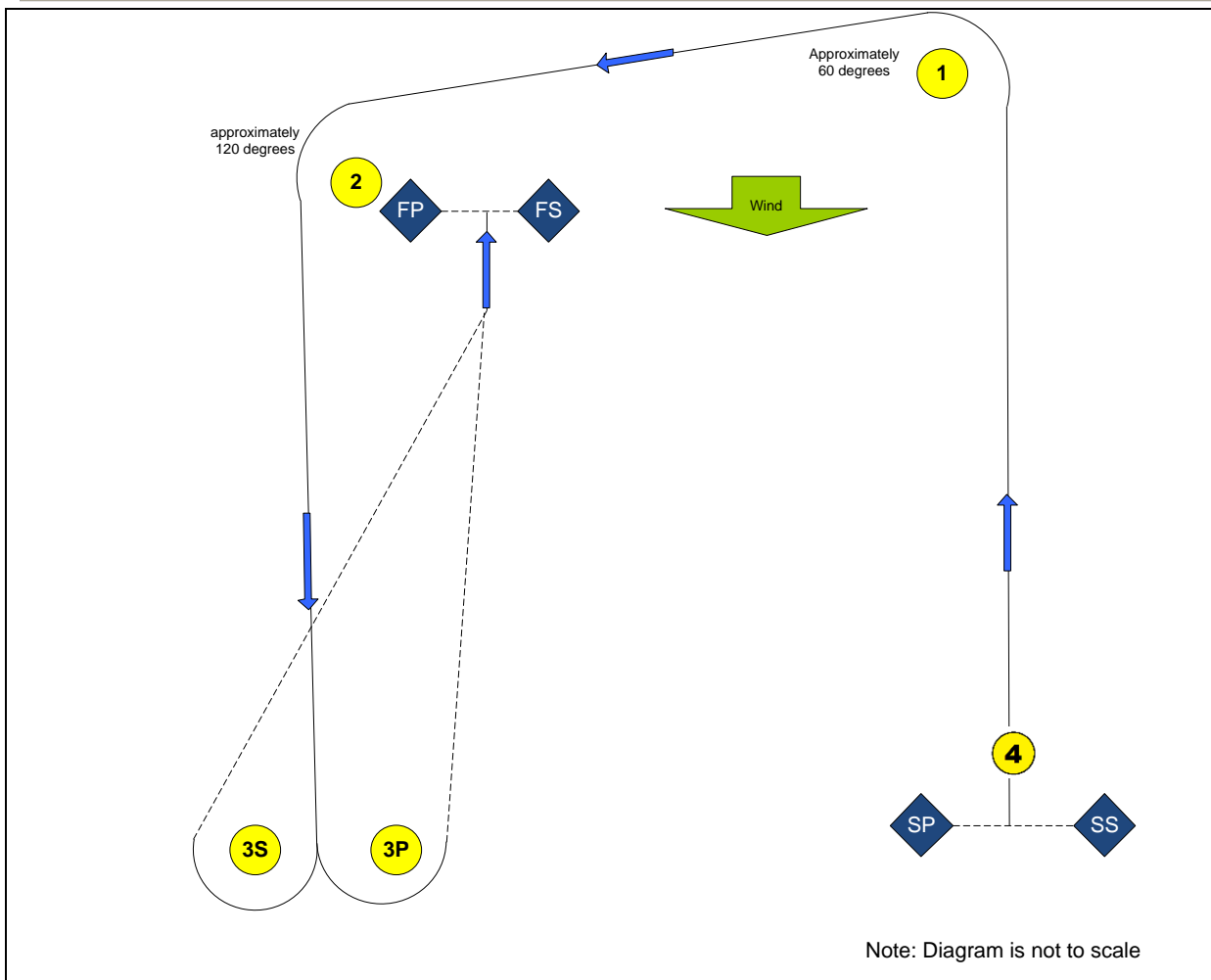
- 4.1. A boat that did not start, did not finish, retired after finishing or was disqualified will be scored points for the finishing place one more than the maximum number as per Addendum A 4.3. This changes Rule A4.2, *Low Point System*.
- 4.2. Where a scoring penalty under either rule 30.2, *Z Flag Rule*, or Yachting New Zealand Regulation 4.5.5, *Arbitration*, the number of places will be the whole number (rounding 0.5 upward) nearest to 20% or 40% as the case may be, of the maximum number as per Addendum A 4.3.
- 4.3. When a Qualifying/Final Series is sailed the maximum number for instructions 17.3, Addendum A 4.1 and Addendum A 4.2 is:
- (a) For races in the Qualifying Series one more than the maximum number of boats in any fleet.
  - (a) For races in the Final Series one more than the number of boats in her fleet.
- 4.4. During the Qualifying Series only races that have been completed by all fleets will be included in the series scoring.
- 4.5. When a Qualifying/Final Series is sailed one race score will be discarded when calculating the division into final series fleets.
- 4.6. When a Qualifying/Final Series is sailed the Qualifying Series races and the Final Series races will count for total points in the championship.

#### **5. FLEET IDENTIFICATION**

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- 5.1. While racing each boat shall display a coloured ribbon corresponding to the fleet to which she has been assigned. The band shall be placed at the top end of the sprit so that it flies conspicuously.
- 5.2. When signing on, in accordance with instruction 19, each boat will be issued a coloured ribbon corresponding to the daily fleet assignment posted on the official notice board.
- 5.3. During the qualifying series the ribbon shall be returned every day after the last race when signing off.
- 5.4. At the end of the Final Series competitors shall return the coloured ribbons to the race office at the end of the last race.

# Attachment B Course



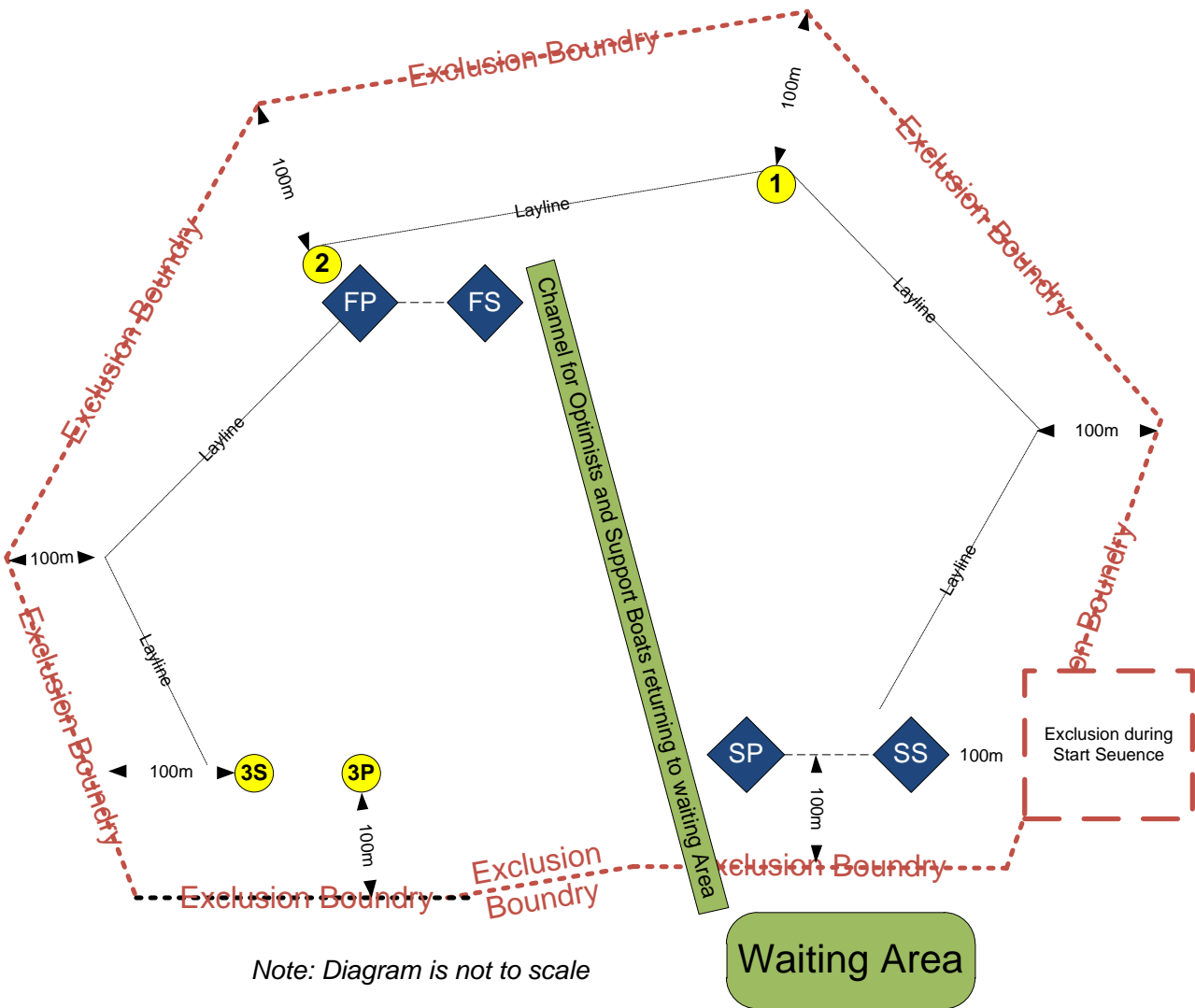
## Course:

	Mark Rounding Order (Mark 4 does not relate to the Optimist Class)
IOD	Start – 1 – 2 – 3S/3P – Finish
IOD2	Start – 1 – 4 (port) – 1 - 2 – 3S/3P – Finish

Marks	Description
1,	Large orange buoys
2, 3S and 3P	Orange cylindrical buoys
4	Red inflatable buoy
Starting mark starboard end	Race committee boat
Starting mark port end	Race committee boat
Finishing mark starboard end	Race committee boat
Finishing mark port end	Orange Flag on orange buoy

# Attachment C

## Support Boat Areas



# Attachment D

## Transit Lane

